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Progress Report Edinburgh Tram Project



November 11

# Turner & Townsend

## Progress Report

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0	Tony Wager	Julian Weatherley	07/11/2011
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DOCUMENTS

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## 1 Executive Summary

There were no reportable accidents during the period. The rolling 13 Period AFR remains at 0.00, better than the benchmark KPI of 0.24 for the project. There were 3 incidents during the period. one of which related to an 11kV cable. This is currently subject to an investigation by the Principal Contractor & Contractor. There were no reported incidents involving members of the public.

Mobilisation of Turner & Townsend's team is nearing completion with all team leaders now in place. Focus has now turned to mittgating project sources of delay and critical issues within the on Street and Off Street works, the improvement of governance arrangements with outside parties, particularly Network Rail, Forth Ports and Scottish Water.

Reconfiguration of the Edinburgh Park offices to accommodate the new team has commenced and will be complete by 11 November.

Delays have occurred to the On Street Works at Haymarket1 as a result of utility clashes with Overhead Line Electrification bases (OLE bases) and the discovery of BT fibre optic cables in the proposed location of the track slab. Infraco have formally advised of three Pricing Assumption Variations. Mitigation measures have been agreed with Infraco and utility providers. Communications with Infraco are ongoing in respect of the cost and programme impact of these clashes.

A number of historical design issues within the Haymarket to York Place section of the route have the potential to impact the construction programme in the new year. A series of work streams are being developed by Turner & Townsend in order to bring these issues to a conclusion.

Princes Street remedial works are progressing well with approximately one quarter of the new track slab re-instated at the time of writing. A carriageway reinstatement detail, for the Christmas embargo period, has been trialled and accepted and installation has commenced.

In response to concerns raised by Network Rail in relation to project governance and delivery of construction documentation, a series of improvement measures have been put in place. Whilst progress is being made, there remains concern over the potential for this relationship to negatively impact on the project programme. Network Rail's approval of a number of critical path submissions remain outstanding.

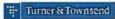
Infraco's preliminary cost assessment for the incorporation of the Edinburgh Gateway works are likely to be excessive. T&T are drafting an options paper setting out the potential ways forward.

Good progress has been made to the Depot Works during with period. Three trams have now been delivered and static testing has commenced. Infraco have reported a potential delay of 5 days to the completion of the mini test track by 2 December 2011. Steps are being taken to bring these works back on programme.

A safety validation review has been undertaken with the Independent Competent Person (John Dolan). A formal presentation was made to Murray Proven (HSE Principle Inspector) on 7 November to brief recent changes to the project's governance structure.

 $\pounds 0.3m$  of changes to the Infraco contract have been instructed this period. A number of these relate to the instruction of historical design solutions. A transfer of funds from the operational

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readiness budget is required for the Maintenance Mobilisation and Spare Parts. Also an omission for the works at Forth Ports is required. These costs are built into the Contract Sum. The Anticipated Final Cost is currently £511M assuming no drawdown of contingency. A project wide review of risk is currently underway with a view to informing the adequacy of the project contingency. Turner & Townsend are also supporting CEC's review of potential Value Engineering opportunities.

18 non conformances were raised during the period and 38 were closed out. 26 open non conformances are greater than 6 months old. Furner & Townsend are working with Infraco to close these out.

## 2 Health and Safety

#### 2.1 Incident reporting

There were no reportable accidents during the period. The rolling 13 Period AFR remains at 0.00, better than the benchmark KPI of 0.24 for the project.

There were 3 no incidents during the period, one of which related to a cable strike on an 11kV cable. This is currently subject to an investigation by the Principal Contractor & Contractor.

There were no reported Member of Public incidents during the period.

### 2.2 Management arrangements

An updated on-call process has been initiated for contractors / Turner & Townsend staff to report incidents.

### 2.3 CDM Regulations

The transition of CDM duty holders took place on the 28/10/11, with the City of Edinburgh Council undertaking the role of CDM client and Turner & Townsend undertaking the role of CDM Co-ordinator. Updated F10 notifications have been raised on the issued to the Health and Safety Executive database.

A meeting was held with BBS and the Health and Safety Executive on the 27th October. A subsequent meeting was held with the Health and Safety Executive on the 07th November at which the revised organisational structure and methodology for health and safety was presented. This was well received.

The identification of the information required for the Health & Safety File for the depot has commenced.

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## 3 Client Decisions

A number of items have been identified which require City of Edinburgh Council input as part of their resolution. These are noted below:

- Street Lighting, Road Sign & Bus Stop connections/disconnections: BB do not believe they are responsible for these works. The Way forward to be included as an agenda item at the next Construction Control Meeting
- Independent Certifler assessment of Infraco obligations in respect of Utilities, following submission of Turner & Townsend report on 4 November 2011.
- Clarity of scope for Edinburgh Gateway works
- . Clarity of scope for On Street public realm works
- Independent Certifler assessment of T&T paper on Prelims on SDS changes
  - Support to early decision making in respect of traffic modelling of junctions.
  - Confirmation of OCIP insurance cover extension beyond October 2011.
  - Confirmation of scope and funding allocation for St Andrew Square public realm works

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## 4 Commercial

#### 4.1 Contingency Position

The specified risk allowance included in the budget for the Infraco, Utilities and Trams elements amounts to £32.7M.

£0.276M has been drawn down from the contingency budget for legacy design changes which were not included in the Settlement Agreement, refer section 4.2 below.

A total value of £18.69M of risks items not included within the Infraco or Utilities contract sum has been identified as required. An initial review of these items indicates that the values can be mitigated to reduce this sum to £14.4M. The Quantitative Cost and Schedule Risk Analyses will enable comparison of the estimated cost impacts with the risk allowances included in the budget.

- The Contingency drawdown is within the specified risk allowances
- Meetings have taken place to review the mitigation measures for the Utilities at St Andrews Sq where the road levels need to be lowered. £0.5M has been included in the current contingency analysis for a concrete bridging structure however an engineering solution and detailed estimate is required.
- There are currently 792Nr Utility conflicts identified. The estimated cost for Haymarket 1 is £1.1M compared with a budget for all On street utilities of £1.9M. The estimated projected cost for all On street sections, if all utilities require to be diverted, are estimated to be £8.6M however mitigation measures are being developed to minimise the cost impact.
- Further mitigation measures are taking place for conflicts such as OLE foundations where
  mini-piles are required owing to the congestion of utilities in these positions. The full cost of
  mini-piles, mitigation measures and contractual liabilities are not yet established and are not
  included in the current summary.
- Infraco has submitted costs associated with the delay in contract signing to mid September.
   A meeting is scheduled for 7 November to review entitlement.
- There is a potential cost impact associated with street sign conflicts, estimated in the order
  of £4M. In addition Scottish Water have claimed £1.6M of staffing costs compared to the
  £0.5M contained within the estimate. Initial assessment of these issues indicates that these
  costs can be mitigated however this will require Scottish Water to take a reasonable
  position.

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### .2 Change

#### Infraco

Approved Changes: £0.3M

- A number of historical design changes had not been included within the Settlement Agreement and were required to be actioned. Approval has been secured for the following:
  - o Hawthornvale Cycle Link: £20,020
  - o Ocean Drive Footway: £10,030
  - o Blenheim Place right turn: £46,247
  - o Cycle Path at the Mound/Princes Street: £9,436
  - o St Andrews Square Public Realm: £135,438
  - Eastfield Avenue Tram Crossing at Edinburgh Airport: £10,025
  - o Modifications to the road design at Ocean Terminal: £54,819

## Anticipated Changes: £15.6M

- Remaining legacy design changes identified in Schedule E Exclusions to the Settlement Agreement (York Place turnback, Floating slab to reduce vibration, Unsuitable building fixings Section 1A, SDS alignment update to match built structures): £1,700,000
- Road towering / utilities mitigations at South St Andrews Sq, York Place and Shandwick Place). Order of cost c. £500,000, subject to technical solution and method of work.
- Contract signing delay, four weeks delay in contract commencement which has an overall
  impact of seven weeks owing to embargo/traffic management constraints. Infraco has
  submitted an estimate in the sum of £4,759,661.
- On-street Utilities conflicts, diversions and mitigations for Shandwick Place to York Place.
   Costs include the contractor's permanent management team, standby squads, diversions and Utility company design and management teams. £8,610,000

#### Risks: £4.3M

 There are approximately 330Nr conflicts resulting from the position of street signs etc. It is likely that the majority of these can be mitigated.

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 Scottish Water has submitted proposals for their management staff and engineering resource amounting to £1.6M. Justification of this level of resource has been requested, £0.5M has been included in the estimate included within the Anticipated Change section.

### 4.3 Opportunities

The budget for the On-street works was formed from initial tender returns and estimates. It also assumed that opportunities would be gained from the reduction of capping layers within the road construction. The budget is £38.8M compared with a final contract price from Infraco at £47.3M giving £8.6M of savings to be secured. A Value Engineering workshop is planned for 10 November 2011 to confirm the anticipated and additional savings.

A summary of the Opportunities are provided below.

Opportunity	EM
Shandwick Place – tree felling and planting by CEC (say)	0.2
Omit road repairs to South St Andrews Sq and public realm designs	0.7
Full closure of St Andrews Square to York Place	t.b.c
Bring forward Shandwick Place works in 2012	t.b.c
Part road reconstruction outwith track form in lieu of full reconstruction.  (based upon notional 5m wide either side of track form, detailed exercise underway):	
- 150mm deep only; OR	1.6
- 290mm deep only: OR	0.7
- 490mm deep only	0.5
Contribution from RBS to Tramstop	0.4
Sub-total (assuming 150mm deep road re-construction)	2.9
Total opportunity value to be secured	8.6
Further opportunities to be identified	5.7

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## 4.4 Certified vs. Milestones

A summary of the certified amounts are provided below.

	Certified	Planned	Comment
Infraco	£217.1M	£227.0M	Delays at: Haymarket Corridor, Earthworks at Balgreen Rd to Edinburgh Park Station, Gogar to Edinburgh Airport Earthworks
Utilitles	MO.03	£0.0M	Reporting periods for the McNicholas Contract now aligned with the Infraco Contract dates, first application due 12 <sup>th</sup> November 2011.
Trams	£53.1M	£53.1M	

## 4.5 Commercial Issues

A small number of commercial issues have arisen in the last period and a summary is provided below:

Topic	Issi	ie Status
Prelims	Infraco claiming prelims on SDS changes	Definitions in Settlement Agreement include Civil Engineering Works and Works/Services managed by BBUK.  T&T consider that entitlement is likely and a note has been submitted to the Independent Certifler.  Sign off by CEC is required.
OLE Foundations	Infraco is obliged to minimise diversions and select appropriate foundations.	T&T consider that piling solutions contained within the On Street Design Information should have been selected and costs are not due as a result of negligence, omission or breach. A report has been submitted to the Independent Certifier who will provide feedback 9 November 2011.
Power to Bus Trackers	Infraco claim that diversions/connections for power cables to Bus Trackers is not within their scope.	It is considered that Site clearance is within the Infraco scope and that these power cables do not fall within the definition of Utilities. T&T is yet to submit a response to Infraco.

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## 5 Progress

#### 5.1 Summary

Infraco have advised that up to 15 October 2011 there are no delays to Section Completion Dates in respect of the Revision 4 Programme.

The On Street works at Haymarket (H1) have experienced some delay as a result of the discovery of utilities within the footprint of seven OLE bases. Turner & Townsend are progressing mitigating measures with McNicholas to minimise delays. Princes Street works are progressing to Programme. Haymarket Yards are delayed but the delay is not critical and Infraco are addressing the delays.

In the Off Street section, work continues between Haymarket and the Airport at the following locations; Russell Road Bridge (S20), Russell Road Retaining Walls (W4), Murrayfield Tram Stop Retaining Wall (W18), Water of Leith Bridge (S21E), Gyle Tram Stop Retaining Wall (W16), A8 Underpass (W28), Mini Test Track, Depot, EAL works. In a few locations the commencement of construction has been frustrated by a fallure to obtain Network Rail's approval to the project Track Monitoring Plan. This is being resolved.

#### 5.2 Key Achievements:

In the period to 15th October the main achievements were:

- Section 6: Successful Delivery of Tram 1&2 achieved by 18th October 2011
- Section 6: Successful commencement of Tram 1 static commissioning on 21st October 2011
- Section SC: A8 Underpass: Phase 3 pilling works commence on 21st October
- Section 7: Temporary sheet piling for retaining wall W14 commenced in period.
- · Section 2A, Balbirnie Place retaining walls completed.
- Russell Road Bridge, Scottish Power cable plot 96/97 due to be completed within week of 24th October 2011
- Water of Leith Bridge (Murrayfield), Construction of the temporary piling platform for the centre pier complete.
- Utility Conflict Database is now live and used for reporting.
- Utility Team is up to full strength with everyone mobilised (T&T, Contractor, Utility Providers Reps, Cost Management support)

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- Slit trenching, validation/proving of dead utilities at Haymarket 1 is complete with site handed back to BB
- McNicholas work order system, and the protocol for undertaking spot checks of cost records established.
- Prince Street remedial works is progressing to schedule to be completed end November.

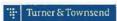
## 5.3 Key Issues :

The following key issues are being addressed

- Infraco notification of On Street works discovery of utilities within OLE base excavations. The use piled solutions in place of spread footings has been agreed in principle.
- Unexpected discovery of BT ducts within the track slab envelope at Haymarket 1.
   This relates to incomplete MUDFA works. Agreement has been reached with Infraco on a solution to expose the ducts prior to slewing by McNicholas.
- St Andrew Square Road Level & Pavement Conflicts, BB vertical alignment reduces the depth of cover of the utilities. Turner & Townsend are assessing the likely mitigation actions together with the resulting time and cost impacts.
- Railway Corridor, Letter received from Network Rail 20th October 2011 with Issues to be addressed. A number of actions have been agreed with Network Rail in order to provide increased confidence going forward.
- Section 5C, Edinburgh Gateway: Agreement is required on the scope of works to be undertaken by Infraco. Turner & Townsend are preparing an options paper for submission to CEC in order to inform the decision on the way forward.
- Section 5C, Edinburgh Gateway: Section 21 legal agreement with SW resolution is required by 11 January 2012. There is a potential delay to commencement of the Edinburgh Gateway Works.

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## 5.4 Key Milestones

Description	Baseline by Date	Latest Forecast Date	Variance
Section Completion A -	16/12/2011	16/12/2011	0.00
Depot	0.0000000000000000000000000000000000000		
Section Completion B - Test Track	08/03/2013	08/03/2013	0.00
Section Completion C - Construction	09/04/2014	09/04/2014	0.00
Section Completion D -	08/07/2014	08/07/2014	0.00
Open for Revenue Service	2. %	S S S	
Haymarket 1 Plane Carriageway	14/10/2011	18/10/2011	4.00
Utilities (BT Slew, OLE Bases)	28/10/2011	11/11/2011	14.00
Section 5C: Clancy Dowcra to complete 250 water main remedials	18/11/2011	18/11/2011	0.00
Princes Street Emabrgo in Place	23/11/2011	23/11/2011	0.00
Section 6:Tram 1-5 Static Commissioning	24/11/2011	24/11/2011	0.00
Section 6: Overhead Catenary Completed	24/11/2011	24/11/2011	0.00
Structures SRU Corridor (Approval of Ground Improvements)	30/10/2011	25/11/2011	26.00
Section 5C: Completion of SAT/SIT on MTT	02/12/2011	02/12/2011	0.00
Section 5C: Completion of Mini Test Track	02/12/2011	07/12/2011	5.00
York Place Terminal Point Design	14/12/2011	14/12/2011	0.00
Section 7: Gogar Landfill completion of soil nailing	16/01/2012	16/01/2012	0.00
St Andrews Square Plane Carriageway	15/02/2011	15/02/2011	0.00
Shandwick Place - Trees Removal	14/03/2011	14/03/2011	0.00

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## 6 On Street Works

## 6.1 Street Running

The full T&T management team for the on street section of the project is in place with the section lead joining the team on 1st November. The most urgent issues relate to: the clearance of utilities for track construction and Overhead Line Equipment (OLE) bases; the Issues Tracker; traffic modelling; public realm improvements at St Andrews Square; the temporary terminus at York Place; OLE locations at either end of Princes Street; and legacy issues to the north east of York Place.

Key inputs are required from CEC in addition to continued focused support with regards to utility diversionary works. In addition there is the need for CEC decisions to be made on commercial matters in relation to the OLE bases and the traffic modelling of junctions. Finally there is the need for CEC input into discussions with BB/S in relation to the Issues Tracker.

#### Key Achievements:

- Database for tracking all utility issues is now complete and being used to prioritise and track all utility diversions;
- · Full team is now in place;
- Site works in Haymarket 1 are progressing;
- · Critical Issues have been identified and work streams formed.

#### 6.2 Critical Issues

A table displaying Critical Issues Identified by the Project Manager for resolution with CEC

Issue	Description	Area	Resolution by Date	Potential Impact
Utility Conflicts	There are currently 1128 conflicts of which 811 are "live" - Cost, risk and programme reports are being prepared and the database which will be used to manage these conflicts in now up and running.	On Street	On-going	Significant impact on project programme and overall project cost
Piled bases	The utility companies have signed off in principle on the piled base solution through the TQ process although this needs to be formalised in the coming days.  BB/S has written to T&T stating	On Street	9th November 2011	Significant impact on project programme and overall project cost

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Issue	Description	Area	Resolution by Date	Potential Impact
	that a Pricing Assumption Variation has occurred in relation to the OLE bases and has sought formal instruction to adopt the piled foundation approach. Meetings were held in early November between T8T, Infraco and the Independent Certifier and at the request of the Independent Certifier formal submissions were made on 4th November 2011. T8T is continuing to pursue the piled options and the advanced works scope reflect this approach.			
Issues Tracker (Instructions, Clarifications, Changes etc.)	There are a number of outstanding matters to resolve on the Issues Tracker.  A meeting took place between T&T, Infraco and CEC on Friday 4th November 2011 wherein a process for resolving outstanding matters was agreed.	Project	Programme being developed	Delay to programme and potential knock on cost impact
	It is anticipated that a number of issues will be resolved by mid November and a route map agreed for resolution of other matters.			
Traffic Modelling	Resolution of junction modelling issues is critical if Infraco is to maintain momentum. There are a number of historical issues that need to be closed out and to this end a workshop has been arranged for 10th November 2011.	Project	Urgent	Delay to programme and potential knock on cost Impact
	T&T is currently scoping out the issues with CEC and will develop a programme for closing out issues.			
Shandwick	The OLE base advanced works will mean having to fell three or	On Street (Shandwick	18 Nov	Public Relations & Lothian Buses

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Issue	Description	Area	Resolution by Date	Potential Impact
Place	four semi-mature trees in Shandwick Place. The number of trees will be kept to a minimum but there are potential negative public relations issues that will need to be managed by CEC.	Place)		being diverted 1mth early.
	A proposal has also been put forward to bring the Traffic Management forward to January to enable the validation and proving of utilities/abandonments conflicting with the Track Construction.			
Public Realm Improvements at St Andrews Square	A meeting took place on 3rd November 2011 attended by T&T, CEC and BB/S wherein it was confirmed that the contract price contains repairs to South St Andrews Square as a result of kerbs associated with traffic management. There may be an opportunity to integrate these works with the Urban Realm.	On Street (St Andrews Square)		
York Place temporary terminus	The current design of the temporary terminus stop at York Place is giving rise to a number of technical issues that are likely to have a commercial impact in the future.  TEXT is currently compiling a short report for discussion with CEC on the issues associated with the York Place design. This will include a narrative on the costs associated with the design and other commercial matters.	On Street (York Place)	Tbc	Tbc
Forth Ports	T&T has developed a tracker form for the Forth Ports design issues. SDS and CEC have inputted status and agreed actions to close out the 32 items identified.			
	Agreement required with Forth			

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Issue	Description	Area	Resolution by Date	Potential Impact
	Ports to the SMART actions proposed and timescales associated as such the updated tracker is to be issued to Ian Kerr w/c 07 November.  The completion of the design will be undertaken in line with the design production priorities of the project.  This tracker will support the overall strategic position being reached with Forth Ports.			
OLEs in Princes Street	At three areas within the Princes Street area OLE poles need to be re-located to avoid basements and/or utilities, these are at Waverley Mail, Hanover Street and St John's Church. A meeting was held on 4th November 2011 to discuss the Issues and BB/S has agreed to provide an options analysis report for each location.	Off Street (Princes Street)	End November	Potential delay to completing the Princes Street works
	An instruction has also been issued to BB/S to construct OLE bases in the centre median adjacent to St John's to ensure the current Princes Street works are not delayed. T&T will need to discuss the commercial implications of this instruction with BB/S.			

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## 7 Off Street Works - Sections 2A/5A/5B/5C1

#### 7.1 Network Rail

The Overarching Track monitoring action plan has been approved by Network Rail. BBS have confirmed site specific track monitoring plans will be available by 7th November 2011. Assuming the quality of Plan submission is satisfactory then approval by NWR is achievable by 14th November 2011.

Track monitoring is 70% installed along NWR corridor. Installation is due to be completed on 7th November 2011 with baseline readings due to commence 9th November 2011.

A Network Rail letter was received on 20th October raising concerns over; staircase being removed at Scotrail Depot prior to Form C being in place, failure of the electronic gates at the Scotrail Depot car park and the removal of the interceptor at the Russell Road Bridge. A meeting was held with NWR on 31st October 2011 and reached agreement on measures to be implemented by BBS to ensure no further incidents. The formal response to the NWR letter was issued by T&T on 3rd November 2011.

#### 7.2 Scotrail

BBS to ensure access is maintained for Scotrail Depot refuelling during construction works. Meeting arranged for 7th November 2011 to review and resolve this key interface.

#### 7.3 Section 2A

#### 7.3.1 Haymarket Yards - Road Closure

Black concrete pour completed successfully to first section at Haymarket.

OHL mast construction commenced.

## 7.3.2 Russell Road Bridge

Soil Nail works completed. Pilling platform to commence 7th November 2011 with pilling to commence 9th November 2011.

Scottish Power cable plot 96/97 commenced 2nd November 2011 with completion due we 5th November 2011.

Interceptor design being progressed by SDS. Temporary interceptor installed while permanent works solution agreed with NWR.

#### 7.4 Section 5A

#### 7.4.1 Russell Road Retaining Wall W4

Soil nail slope stability works around the existing gas governor complete.

Temporary soil nailing progressing well to panels 21-29

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Sheet piling completed with augered piling due to commence to units 1-9.

Piling rig being mobilised for 17th November 2011.

## 7.4.2 Roseburn Street Viaduct

Ramp/platform formation for sheet piling completed below the Scotrail depot.

Meeting arranged for 7th November 2011 to agreed working methodology that allows existing services to be diverted without impacting on refuelling of Scotrall Depot.

#### 7.4.3 Murrayfield Retaining Walls & Underpass

Ground improvements need to be completed prior to construction of the retaining walls and underpass – trials stone columns due to commence 7th November 2011 to ascertain real-time vibration information for the works which will inform the design and determine the likely impact on the operational railway.

Following completion of trial stone column vibration monitoring, ground improvement scheme can be finalised and Network Rail WPP/Form C reissued for approval.

#### 7.4.4 Water of Leith Bridge

Trial of mini pile completed and SDS are reviewing ahead of commencement of piling works.

#### 7.4.5 Baird Drive Retaining Wall

Track monitoring to be completed by 7th November 2011 to allow baseline survey data to be established.

### 7.4.6 Balgreen Road Bridges

Balgreen Bridge piling platform WPP (A2) has been with BBS for resubmission since 2nd November 2011. It is programmed to be issued on 7th November 2011 to allow works to commence by 12th November 2011 (subject to agreement on track monitoring).

Balgreen Bridge piling works WPP (A2) due to be issued by BBS on 7th November 2011.

#### 7.5 Section 5B

#### 7.5.1 Balgreen Road to Carrick Knowe

Track drainage works continuing with good progress being made.

Archaeological investigation ongoing by Guard/ Headland in area of Saughton landscaping without impact on BBS construction works.

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## 7.5.2 South Gyle Access Bridge

Bored Piling – WPP issued to BBS with NWR comments 29th October 2011. BBS reply is unsatisfactory and requires change to format/level of information of WPP to obtain NWR approval. BBS to use package contractor Grahams format which has previously been approved by NWR for Russell Road bridge.

Piling works due to commence 23rd November 2011 utilising piling rig from A8 Underpass Phase 3 works (assuming WPP approved by NWR).

## 7.6 Section SC

## South Gyle Tram Stop

Temporary sheet piling to the tram stop is now completed. Surrounding earthworks ongoing.

## 7.7 Key Achievements:

- Agreement reached with NWR regarding response to their letter of 20th October 2011 relating to recent incidents by BBS.
- Russell Road Bridge piling works to commence in period.
- Trial mini piles completed at Water of Leith Bridge.

#### 7.8 Critical Issues

Issue	Area	Resolution by Date	Potential Impact
Track Monitoring site specific plan to be agreed with NWR	Railway corridor	14/11/2011	Network Rail do not allow works to commence.
Agreement to be reached with Scotrail regarding access for refuelling depot while construction works progressed by BBS.	Scotrail Depot	7/11/2011	Scotrail do not allow works to commence in area of Roseburn Street Viaduct

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## 8 Off Street Works - Section 5C, 6&7

#### 8.1.1 Section 5C:

The Mini Test Track is currently scheduled for completion by 2/12/11, BBS are planning nightshift working w/c 14/11 for overhead line installation. Without the mobilisation of additional resource this date would have been at significant risk.

A8 Underpass on schedule with critical phase 3 piling works commencing on 21st October 2011.

Edinburgh Gateway: Design being progressed for Issue to CEC to obtain technical approval. This is due to be completed by 11th November 2011. BBS are to confirm when the Estimate will be available for discussion with Transport Scotland. Key risks include the cost and programme impact of current Edinburgh Gateway scheme. T&T are preparing an options report for discussion with CEC. This report is expected to be available for 18th November 2011.

#### 8.1.2 Section 6:

The Depot commissioning/construction is on target for handover on 16th December 2011 (Section a completion). A Key risk is successful completion of outstanding Testing and Commissioning by BBS and compilation/acceptance of key documentation. A series of T&T audits are being carried out on all levels of documentation to determine any issues for resolution.

### 8.1.3 Section 7:

Progress is on schedule with respect to the critical Gogar Landfill and retaining wall W14 areas at Edinburgh Airport. A Key risk is the EAL concern of increased flood risk with respect to the impact of the temporary sheet piled wall (required for construction of retaining wall W14).

#### 8.2 Key Achievements:

- Section 6: Successful Delivery of Tram 3 achieved on 31st October 2011
- Section 6: Successful completion of Tram 1 static commissioning on 4th November 2011.
- Section 6: Tram 4 due for delivery on 14th November 2011.
- Section SC: A8 Underpass: Phase 3 piling works progressing well and due for completion 23rd November 2011.
- . Section 7: Temporary sheet piling for retaining wall W14 completed to phase 1
- Section 7: Trail soil nailing successfully completed on 31st October 2011.

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## 8.3 Critical Issues

The table below sets out the Critical Issues identified by the Project Manager for resolution with  $\ensuremath{\mathsf{CEC}}$ 

Issue	Description	Area	Resolution by Date	Potential Impact
Edinburgh Gateway: Section 21 legal agreement with SW	Edinburgh Gateway: Section 21 legal agreement with SW	Section SC	11/01/12	Delay to commencement of Edinburgh Gateway
Edinburgh Gateway: Technical approval of retaining walls.	Edinburgh Gateway: Technical approval of retaining walls.	Section 5C	25/11/11. This is dependent on issue by Infraco to CEC 11/11/11.	Delay to commencement of Edinburgh Gateway
Edinburgh Gateway: Agreement of Estimate with Transport Scotland	BBS Estimate very likely to be higher than anticipated by Transport Scotland. T&T to provide briefing paper by 18/11/11 which recommends options to be discussed further with TS.	Section 5C	18/11/11	Delay to commencement of Edinburgh Gateway

## 8.4 Project Managers Key Project Milestones

M/S	Description	Baseline by Date	Latest Forecast Date	Schedule location
1	Section 5C: Clancy Dowcra to complete 250 water main remedials	18/11/11	18/11/11	CDL Programme
2	Section 6:Tram 1-5 Static Commissioning	24/11/11	24/11/11	CAF Programme
3	Section 5C: Completion of SAT/SIT on MTT	2/12/11	2/12/11	Infraco T&C Programme Rev 3

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Section 5C: Completion of Mini Test Track	2/12/11	7/12/11	Infraco Rev 4
Section 6: Overhead Catenary Completed	24/11/11	24/11/11	Infraco Rev 4
Section6: Section A Completion	16/12/11	16/12/11	Infraco Rev 4
Section 7: Gogar Landfill completion of soil nailing	16/1/12	16/1/12	Infraco Rev 4
	Test Track  Section 6: Overhead Catenary Completed  Section6: Section A Completion  Section 7: Gogar Landfill	Test Track  Section 6: Overhead Catenary Completed  Section 6: Section A Completion 16/12/11  Section 7: Gogar Landfill 16/1/12	Test Track  Section 6: Overhead Catenary Completed  Section 6: Section A Completion 16/12/11 16/12/11  Section 7: Gogar Landfill 16/1/12 16/1/12

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## 9 Trams

#### 9.1 Executive Summary

Good progress has been achieved in the period with the delivery of the first three trams and the start of static commissioning of the trams inside the Gogar Depot workshop. After a slow start the supplier training is now looking in good shape. A good team spirit and working relationships are starting to form across the organisations present in the Gogar Depot.

BBS have flagged that there is a risk to the completion date of the Mini-test track but are taking steps to recover the programme including weekend and night working where practicable. The CAF test team are being kept informed on this in order to mitigate the resulting impact on CAF.

Next Ilaison meeting with the ICP is scheduled for the 23/11/11 to go through the final arrangements for the Mini-test track.

#### 9.2 Key Achievements:

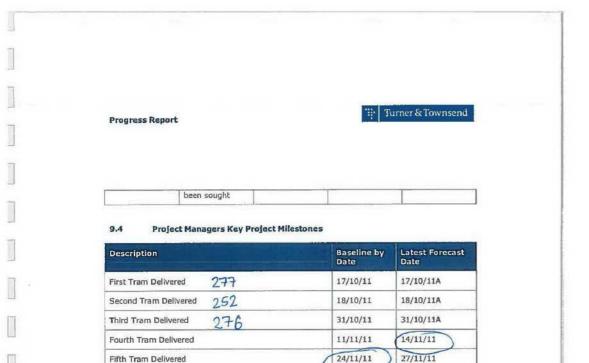
- . Three trams delivered on schedule to Gogar Depot.
- Agreement of training schedule for depot, depot workshop equipment and trams.
- Commencement of static commissioning testing of tram 277.
- Agreement with Infraco that next test and commissioning milestone for the combined team to aim for is extension of the mini-test track to Ingliston by August/September 2012.

#### 9.3 Critical Issues

A table displaying Critical Issues identified by the Project Manager for resolution with the client

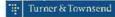
Issue	Description	Area	Resolution by Date	Potential Impact
Risk of delay to completion of the mini test track	BBS have flagged risk of up to 12 day delay	Section 5C	02/12/11	Potential delay cost liability for CEC
Tram Inspector Agreement	TSS have been reluctant to accept separate Agreement A further 2 proposals from alternative	Infraco Agreement	02/12/11	Risk of contractual issue with BBS

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					4
	Start of Dynamic Tram Testing	g	02/12/11	05/12/11	
	Section A Completion		16/12/11	16/11/11	
	First Five Trams Dynamically	Commissioned	23/02/12	23/02/12	
STATUS	d a				
o 3 Trams	<b>-</b>	CAF Programme	Tram	ny 2013 A s Commission nimum of 5 missionld.	red.
· Next to	ram Mon. 14/11.		Feb	ruany 2013.	
	Thurs. 24/11	Master Pro	gramme		
· Energisa	wited 4 Technicians tion Testing 24/2 we flagged the risk of the working nights to m	n Test Track pitigate.	Rev 30	Total and 3 Total inches Total inches Total inches Total hours Total hours	for CHT,

Fifth Tram Delivered



## 10 Assurance

A review meeting was held with Network Rail on 31st October 2011 to address concerns raised with site activities. Ongoing actions were agreed and formal proposals have been issued to Network Rail for comment.

A safety validation review has been completed with all immediate actions closed out.

Fortnightly review meetings with CAF, BBS, ETL have been established in respect of Section A completion (Depot). Note that ETL ongoing role has still to be defined.

An initial meeting was held with Murray Proven (HSE Principle Inspector) on 7 November 2011 to set out the changes in the project structure and governance.

## 10.1 Key Achievements:

- Section A completion. The deliverables tracker has bee agreed with all parties, BBS have also agreed to provide draft documentation for comment by 2nd December, 2 week prior to final hand over. Technical resource has been agreed with TSS to support this review process.
- Initial discussions held regarding the Network Rail Asst Protection Agreement further meetings to be arranged by Alasdair Sim.
- · Appointment of new 3rd Party Network Rail representative Ian Muir.
- Project Review with CEC insurers completed on 3rd November, 13 Items to be closed out.
- Good progress has been made with EAL and Haymarket Scottish Power Wayleaves on track for agreement in November.

#### 10.2 Critical Issues

No critical Issues identified for next 4 week period.

#### 10.3 Project Managers Key Project Milestones

Action	Description	Due by Date
SGN Wayleave	Gain Apprval	November 11
Power Wayleave EAL	Gain Approval	November 11
Haymarket substation Wayleave	Gain Approval	November 11

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10.4 Quality

10.4.1 NCRs

25 NCRs were raised during the period to 2<sup>nd</sup> November 2011 and 44 NCRs were closed out during the period. 26 no open NCRs are greater than 6 months old. A summary of NCRs by section is detailed below.

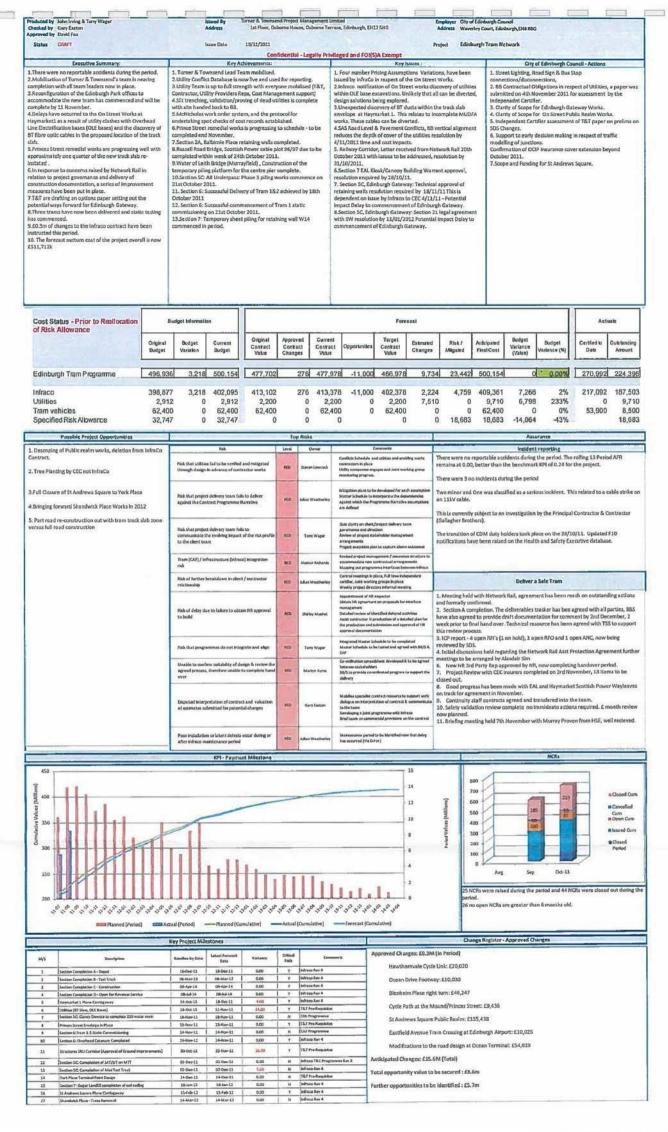
#### 10.5 Environment

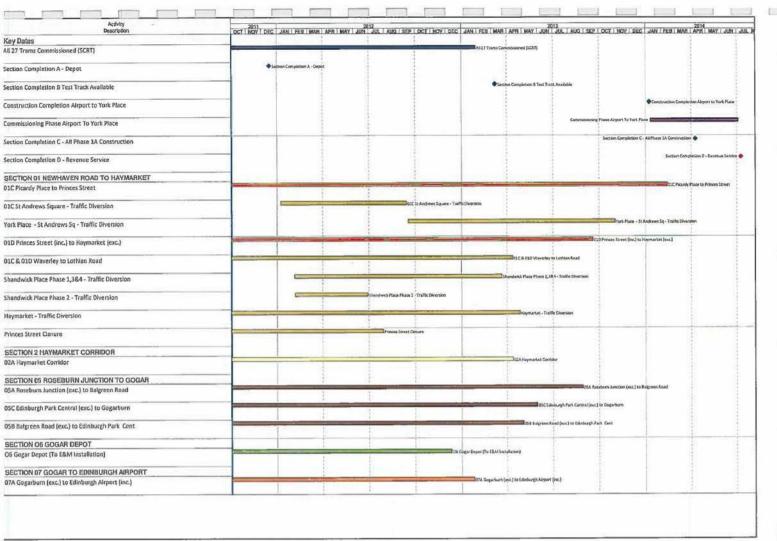
Infraco organised a spill response training session for Infraco staff and some subcontractors representatives.

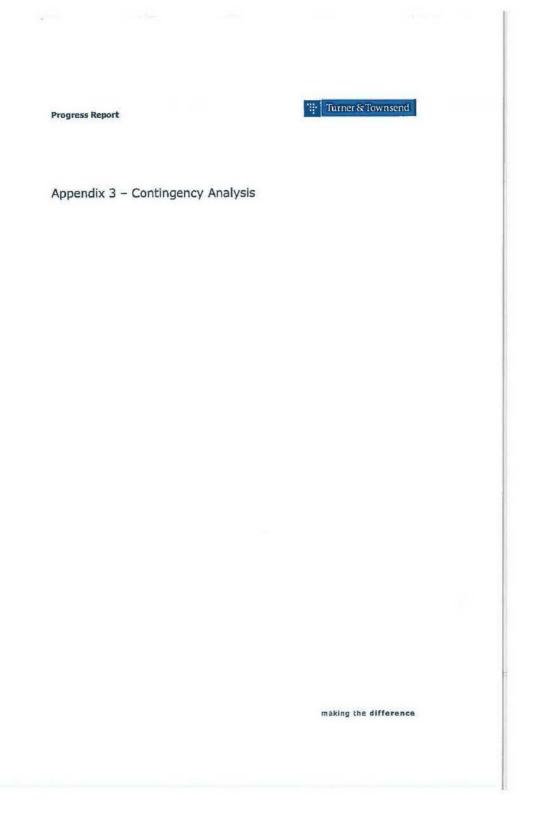
GUARD Archaeologists carried out a site walk around at the A8 Underpass site to determine any potential archaeological issues. No features or deposits of archaeological significance were identified. A second visit will be carried out once the two tunnels are joined together early next year.

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Progress Report	Turner & Townsend	
Appendix 1 – Dashboard		
€		
	making the difference	







: DRAF	Dashboard 8 Nov 11	Cont	ingency to Completion			Actual	
		А	В	c '	I D	E	F
Ref	Description	Contingency at MOVS Signing	Approved Contingency	Available Contingency	Contingency	Contingency post mitigation	Contingency less Mitigation
1	Design Development (York Place etc)	6,275	276	5,999	2,000	2,000	4,275
2	Time delay Impact	11,610		11,610	4,759	4,759	6,851
3	Utilitles: Haymarket to York Place	2,000		2,000	11,084	6,798	-4,798
4	Utilities: Off Street	400		400	0	0	400
5	Blockade and Possession Costs	250		250	0	0	250
6	Routine Maintenance	500		500	0	0	500
7	Relaxation of time constraints	300		300	0	0	300
8	Specified Construction Risks	7,212		7,212	500	500	6,712
9	Land Purchase	150		150	0	0	150
10	Traffic Management	200		200	0	Ö	200
11	Move to Cost reimbursable Contract	3,300		3,300	0	0	3,300
12	Procurement	250		250	0	Ó	250
13	Exceptionally Adverse Weather	300		303	0	o	300
ш .	Totals	32,747	276	32,471	18,343	14,057	18,690

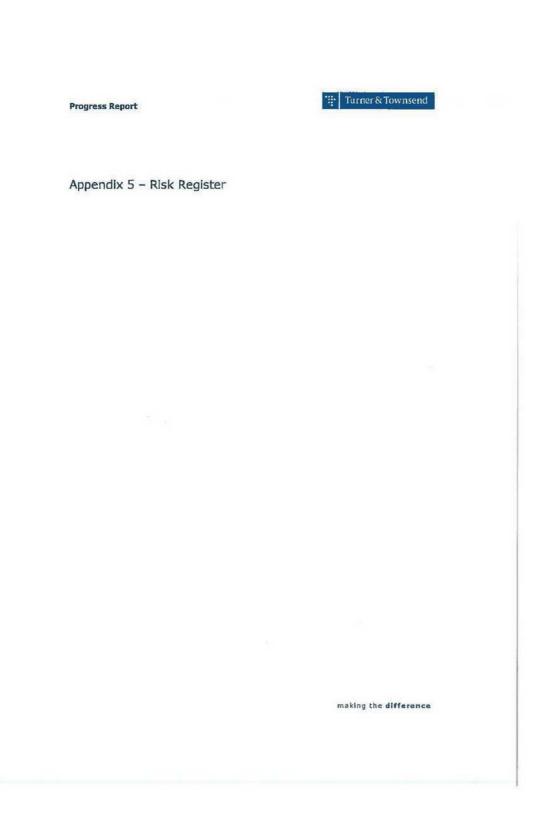






Infraco Contract Change Control Register

TOO Lis	Distriction of	Description	Date Estimate Due	Cate Estimate Received	Estimate Charge Value E	time Implications			Date Appeared or Rejected		Agreed Cost for Organism ties E	PLACE NO.	Order for	Date (CQ farued)	: Comments
501	Hawthornevale Cycle Link	Change the design to widen the footway alongside the south side of limitary load	N/A	05/04/2011	E20,020.51			CEC	20/10/2011			PMC-001	sct3-203	24/10/2011	Previously PA/THC-001
502	Ocean Drive Footway	Arrend the design of Ocean Drive to reinstate the footpath to the porth of Ocean Drive	N/A	15/08/2011	£10,230.82			TAT	24/10/2011			PMC-002	tCD-508	56/19/2011	Previously PWTNC-002
503	Depot Access Besign	Amend the design of the OLE at the Depot Access Bridge to enable impatruction of the Depot	N/A	04/08/2011	E59,223.43			-35				PMC-003			Previously PWTNC-003
504	Blenheim Place	Review of the banned right turn into Blenheim Place as part of the design for Section 102 roads	N/A	05/08/2011	£46,247.09			ttc	20/10/2013			PMC-004	eCO-506	24/10/2011	Previously PWTNC-004
505	York Place Terminal Point	Production of a feasibility report, initial feasibility design for option ii), run time modelling etc.	15/08/2011									PMC-005			Previously PW/INC-008
506	The Mound		N/A	05/04/2011	(9,436.93			CEC	20/10/2011	L		PMC-006	VICIO-503	24/10/2011	Previously PWINC-006
507	at Andrew's Square		N/A	53/08/5077	£135,348.00			ctc	20/10/2013	Dept 10.	1 3	PMC-007	KCD-504	24/10/2011	Previously PWTNC-007
508	Eastfield Avenue	Obtain EAL approval for the highways design drawings at Eastfield	04/08/2011	05/08/2011	£10,025.09			cec	30/10/2013			PMO-013	100-507	24/10/2011	Previously PWTNC-008
con	Cathedral Lane Substation	Avenue tram crossing Desire of Cathedral Lane Substation	02/08/2011									PIAC-DOE	-		Previously PWTNC-009
	Murrayfield	Marrayfield Accommodation Works	SEPURITO 11			Company of	The second second					PMC-011			Withdown
	Copy Lane	Storm Water Connection from Gogar Lodge to the landowners new sectic sent	R/A	05/06/2011	£4,740.35	-			1 8		1 9	PMC-010			Previously PMTNC-011
512	Ocean Terminal		N/A	29/08/2011	£34,019.31			CEC	20/10/2011			PMC-012	HCU-505	34/10/2011	Previously PWINC-012
	Various	havined design to minimise utility diversions / conflicts - used for slit		CHON 2011	134,817,31	221			ENG KOV ZULL			FMC-015	100.00	2-2010[1	Previously PWINC-BL3 - Estimates requested and
		trenching and trial holes													instructions based for A, B, C, D and E
51A	Various	Unity Mapping	17/06/2011							_	1	PMC-016			Previously PWTNC-014
	Edinburgh Gateway	Edinburgh Galeway 33tV Cable Protection	26/08/2011						-	0.00		PMC-014		1	Previously PWTNC-015
	Depot & Mini Test Track	Additional Watermain requirement at Depot and Mini Test Track	01/10/3011												
517	Depot & Mini Test Track	Additional ST Ducts at Depot and Mini Test Track	04/10/2011	-							100	PMC-018			Previously PWYNC-017
518	The Mound	Diagn & installation of a new sycleway through the Mound / Hansver Street junction													Previously PWTNC-018 - Withdrawn [Ouplicates S06]
519	Tork Place	Design of a temporary train stop in York Place					1								Previously PWTNC-019 - Withdrawn [Duplicates 505]
520	Depot	Valve chamber access and alteration works to 500mm water main at the Depot	13/04/2911									PMC-009			Previously tRC-137
571	normarket	Femorary Accommodation	01/11/2011												110000
	Soymarket 1	Road Reconstruction	02/11/2011		7	7	- 1		100		0 0	1		-	
523	Hapmarket 1	Staterional CBR / Plate Testing	02/11/2011									COMME		000	
524	Airport to Gyle	921. Design Finalisation	24/10/2011		7				7			PMC-019			0.2
	Airport to Gele	Site Access for Remedial Works	26/10/2011												
	Airport to Gyle	Tram Delivery Temporary Works	02/11/2011		1				10			17			
527	Inglisten	Reimbursement of Costs paid directly to SGN for the diversion of approximately 120m of 10° steel IP gas main to accommodate the													
		sew (disburgh Tram at Ingliston									-		- CO COL	ARFIONANT	
525	Haymarket I section SC - Gogar Castle Access	St trench ercavation to validate utilities Design Gogar Castle Access fload tram crossing and approaches	11/11/2011 N/A	16/10/2011	E31,307.86			TAT	19/10/2013			P1MC-022	eco-501	19/10/1011	Preyously issued at TNC 129
	Road Section 6 - Depot Access Road	Amena the design of the Depot Road Luming head as per RDC191.	N/A	16/10/2011	£30,458.40	-						PMC-023			Previously Issued as TNC 130
511	Edinburgh Gateway	Advance Temporary Works design	23/11/2011				-					PMC-014	-		
	Princes Street	Temporary traffic management design	- at 144 2-07 2	-	-	-					1	1000	-		
	Princes Street Princes Street	Scomm Water Main Diversion	28/10/2013		E40,884.00		28/10/2011	crc	31/10/2011	-	111111		_		Approval AC/TH e-mail
	SP Insurance Ducts	specified  specified  specified	- 249 may 2011		\$40,564.00		42/10/2011	uc	24 Hyz011		75	Det .			property of the state
	Princes Street	500mm Water Main Diversion - ner 3 dwg		-	-							-	-	-	Clarification to (NC 533)
			29/11/2011		-26,081,42	77	04/33/2033	TST	-		_		_	_	Characteristics of the San
339	System Wide	Tramstop Cabinets - reduction in 10 years maintenance Sabisty	17/11/2011		-26,001.42		00/11/2018								
uner.	Elements.		-												
000.0	Haymarkei 1 System wide	Additional valid of Yar planes to facilitate slewing of 61 dusts  Delay in signing - impact on commenment and completion	24/11/2011		confidential	0	28/11/2011								Meetings held 28 Oct, 7 Nov



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1	TAT	PROOF	Programme	Contract Programms Hamative Assumptions do not reflect schall conditions on alla		Profestible compensation award trigger as a commitment to work within designated working areas.	TAT	Julian Westberley	Active	Programme.				10	13		Assumption review completed	Mdgaton plans to be developed for each assumption     Media Schedule to incorposate the dependencies against which the Programme Nametre assumptions are defined.	1 Section Leads 2. Tony Wager	1. 11/101 2. 11/101	
		MEWI	kinteen		Risk that project definery beam hole to communicate the evolving impact of the risk profile to the client beam	demage to 3rd perty stakeholow relationships if reputation	TAT	Tany Weger	Actin	Programme	(4)	,	,		29		CoCP Assurance tarm	Diain startly an abentyreject delivery team government and direction     Discipline within project horizogenesis (CCC / 15 or illusius)     programme historiation     Discipline and a supplication of the project statisticate analysis principle and project statisticated analysis project and a recognition of a recognition of the project securit	David Fox     Julian Westverley     Rowers Marrie     Tony Westv	1. 11/1/11 2. Orgolog 3. 30/11/11 4. 14/13/11	CEC folk as well
	TAT	PROOD		Barronsi of CAF from turning offering as part of settlement agreement, infraco do not take on integration responsibility			885	Alestar Rhinnin	Active	Programme	4			×	36		Tram integration manager (Alletair Richards) repointed	Review project renniquement 2 assummes structure to economicate man continuate anterogenesis.     Resp. cut programme literatures between Intraction and CAF programmes. Develop detailed entitled an structure for the structure structure projects.	1. Julian Westweley 2. Martyn Ayras	1 35/11/13 2, 30(1/81	
0.00	167	PRION	Intertaces	Till perception that till is guarded in minese of tay projection.     Cuttined contractor chains than follows:     A trends programs meetings from britani down and no longer take glace.	Risk of further breakdown in client I curch schor nelectorship	Deficult working minimum with a lack of frust and sharing at provincips and openities.     Control accurately monitor programs without an open and homest relationship.     Suck of joined up approach to problem sching.	TAT	Julian Westherley	Activo	Ручуганыны				30	28		Control meetings in place ("all time independent certifier ("being new relationating to "wipe state clean" and louid new relationating (being ingresse in place ("beekly project affections informal meeting	1. Generate Fears building activities at all levels	5. David Fox	1 Organg	
	TAY	PR000	Notwerk Rail	hion-delivery of key documentation/legislements for (NK approved on time or Primer planning or quality of documentation requiring nationals approved		Duloy to off street works	TAT	Sharby Shashed	Active	Programme	(8):				26	1000	3rd party rep inportand by HRI Maudings origining with NRI	Acceler HR Inspector     Colours HR agreement on proposable to Helphania management     Colours HR agreement on proposable to Helphania management     Distribute environ of Internities Outprod accelerate     Associate contention in productions of a decided plan for the production     and materialism and approved of HR agreemed documentations	Monter Agree     Shiftey Mushet     Shiftey Mushet     Shiftey Mushet     Mining Mushet	1 30/11/2011 2 11/11/11 3 04/11/11 4 Depring	
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1	TAT	PROTE	Construction		poor lessbaldon or letterd riskfills occur during o after infrace malintensive period		TAT	Julian Wastherlay	Aztive	Programme	•	4	4	1	12	Ho	TAT PSPs to provide regular freedback on progresse, workmanning and quality on ette	Maintenance period to be identified new that delay has occurred (Me. D.Fes)	Shiring Mushel		
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	TE	P91027	Funding	CEC do not agree funding and contingency on time			CEC	After Westwiey	Active	Programme	2			•	- 12	Awaren					
	TAT	PRC20	Assurance	Lack of construction treatedor; certificates Evidence & support Site Acceptances teste etc	Insufficient documentation to meet handover requirements	Wirths not being eccepted Handover deadlines not achieved Ceday Reversit	53/3	Martyn Ayree	Active	Programme	3		3			AMBER	Section project managers co-ordinating deliverable documents  Zweekly review meetings monitoring process	Co-ordination spreadsheet developed & to be agreed technism splisholders BDIS to provide co-ordinated program to support the delivery	777 Martyn Ayras	Distriction Due	Assurance
0 6	nfraco	PROD	Commercial	hatuctions.	Venetion instructions not bound impously	Delay to vieted works and Programme	TAT	After Weethschey	Active	Programme	4	1	.1	2		Awren		Formed leading-three required for Verlations identified to date. Protocol regulared to learneline full are oftenged paler to programmed denetication.			
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+	New		Collection in estimates and delays.	Plack that Conducting Colonory south one not his recommender from TS	by disting to referre appreciated. Additional mosts to project	cac	Shirtey Mushed	Active	Project : DE Street	1		1	*	29	60		Report to CEG to confirm epitions going forward to restuat suprocure to	Andywood	1915001				-			
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nov best	han P	PR031	Construction	Due to legacy lesures and unknown sandows	Discovery of Track construction conflicts (Live)	Futher disensions incularances sequence of works franciplines disleys to work. Delays for consents. Additional costs.	TAT	Glephen Lewtock	Active	Project On Street	1	(4)		•	а		Utility numers providing the and clead disteriors.  Rulifurg hand fels the programme is availed all trending in schantes of remedid on it by early implementation of trailing remedigations of trailing remedigations of trailing remedigations. By any implementation of trailing remedigations of trailing remedigations of trailing remediately all the providing that providing the proof form.  Bit introduced before the proof of the Canadianal dishorting of the Canadiana	Sech CEC represed for bringing TN on its electrolicit place andy den (TM reeds to be in place 22nd felor)		14/11/2011			,		в	TE.	
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51 lish	troo P	'R054	Design	Design not fireshed on term GEG do not sepence designs	Design approvate releatores are not met aline with revil programme	Infracts unable to preef Rev4 programme Delay	CEC	Rob Lenzh	Astive	Project - De Street					я		repulse design team meeting attended by of stakeholders	Set up traffic light system for design approvate.	Rido Lenich	F5/11/2011					n	80	
137 T	at p	RCST	Project Management	Legecy Nature Deyond York Place	Legacy season beyond York Place cause delay to finalising devian of warks to be implemented by 2014	Delay to design and construction programme	CEG	Fish Levich	Active	Project - On Street			r		п			Agree finalized scope between CEC and key statuteddore     priorities work to be done in the with commitments to	1 Rob Leech 2 Rob Leech	1.250101 2.300211	4		78	4	29	Kep	
10 10	heat O	-	Utilities	Delayed provision of parriaments from Utility Companies	delay to echipping utility (comunits & supervision requirements for scall, in seasing	Datey to construction works and Programma	TAY	Stephen Lawsock	Active	Project - On Street	4	4.			339			the ice oncurs that substanting committee are in place for On. Street works, the to inform Utilizes that (ISS is responsible for ON Street							36	(0.5	Consumb
1 100	1900 0	N005	Project Management	Design substh LOO	Autotional land required to allow operatruction	Additional costs	CEC	Reb Leveh	Active	Project - On Riyeet		1-	3	- 1	18	900		Early warning from SOS & proposed mitigation from SQS				3	1	1	- 11	160	
100	1		Construction	Estimation reals socials take	Discovery of archeological site or feature remains	Drivy to works during action by extheritors	CEC	Hab Leech	Active	Project - On Street		1.5			-14		Anthodografi strategy in place Mapping of known offse Training/brising for talls operatives, or recognition, and action plan	,			3		i	ï	ts	150	
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of ann	100	-1	Construction	Understand vests burnt change encovering vests burnt change encovering and descriptions	Unknown or standard chartness, colors, voids etc.	Redwign and dulays pending resolution - cost largest	00/5		Active	Project - Cin Street		1	1	-	и		Design management process Advanced diversion works Ongoing surveyoleneiting works from								18	605	steed on F&G register
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. ,	at Pi	ritors.	Contraction	Plus quality of contents	Materials of year quality are deferred as send as also	and the state and delays.	101	Rott Lewis	Active	Project On Street		ż		9	148	-		Market Sequenting or or paying Service			,	- 10	25			Artists	
5 100	1908 O	04007	Project Management	TM regularmeds become more situative or onerous than expected.	Yrathy Management scope growth and leaves through Socials executive	Non approved of TM proposals, or empirical of changes/programme delay, results in more safetalve and county TM podetomed counts.	88/9		Active	Project - On Street		,	*	2		AMREM	THEP	(1) Utilise composited 154 staff, working closely with selecting TM constell process (2) Chause that any impact of external change is notified to			,	,	1	ı		AMBER	FEG risk 15 - Marge with ROS Section Is
2 16	- P		Construction	construction works.	late 3rd party claims for utility-byoperty damages from works	bogggang congs	cec	Rob Leech	Active	Project - On Street	3	ı		,	:4:	AMER	Childy provider presence on sile		Rato Lawsch	12/01/2012	1	1		1		MARKER	
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u 1	at lo	NAC11	Legal	1	Poor definition of cleetign and employees requirements in infract tender		TAY		Active	Project			2	1	4	LERUS					1	1	i	2	4	+90	
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1 14	- 21	99944	Project Management	Drose to take fulled have so expelled, affect make progress or defining	Anthoritied Actions	Link Sime due to circus or didinary Springs	ens	Rati Laveh	Active	Project - Dri Street	18.	x.	,	а	1/2	of the		(2) Chapting opt-and and amongousty programs plan to be in plant and articles of (1) Chapting excitating primary, and billions amplified the deline of recording primary, and billions amplified CR Administra- ce plant of a violentials and related to the old distribution explaint.			,	¥	ı	ï	¥	-Bree	
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